

PANAY AND ILOILO

Some Facts About a Little Known but Important Island of the Philippine Group and Its Principal City.

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Rudyard Kipling has said that the East is too old to sit at the feet of the Anglo-Saxon.

It is one of life's little ironies that the fortune of war should fling at the feet of the world's youngest republic the very jewel of that mystical East.

But while it took Dewey's gun a very short time to knock Kipling's epigram in the head our newly acquired pearl of the Orient is not shaking off her old world shackles without a struggle or two. The activity of the ambitious Aguinaldo's Filipinos and the events that have been taking place in and about Iloilo have reawakened interest in the Philippine Islands. American eyes are once more turned toward that remote quarter of the globe, and American statesmen are beginning to inquire more closely into the character of the new peoples that Columbia has been forced to take under her wing.

It is not generally known that the Philippines were discovered by Ferdinand Magellan, or as he is usually called, Magellan, just 20 years after Columbus first set foot on the new world. Magellan landed at Jomjonol, near the mouth of the bay of Surigao, between Samar and Dinagat, in March, 1521. He christened the islands

that of Luzon. The Panay mountain slopes are covered with magnificent forest growths, and much of the island still remains unexplored, indeed is inaccessible to white travelers. The island has a number of lakes and very many small streams. The result is that marshes and malaria are disagreeably abundant. In fact, the city of Iloilo itself is built upon the edge of an ancient marsh near the southeastern end of the island, on a shallow arm of the sea, and is consequently neither beautiful to behold nor healthful to dwell in. It lies at the mouth of a sluggish river, and although the climate does not agree with Americans or Europeans, there are some forty foreigners engaged in business at Iloilo. Among the foreigners is a little English colony, representing European business houses. As an Englishman always sticks to his own deep rooted prejudices and habits, there is a very good little clubhouse in the city, also a tennis club, a plentiful supply of Scotch whiskey and enough social life to make existence endurable. In such an uncongenial locality and unhealthful climate.

The majority of these Englishmen are transferred every few years, when they become so run down that a change of climate becomes necessary. They are mostly young men and are glad enough to go home and get a glimpse of real life once more. The great business houses of the east, in order to keep their young men in their places, which are universally unhealthful, and a certain per cent to the salary of their

strip the tree, very much like a treacherous and treacherous stalk in its softness of texture. The juice is pressed out and the fibre shredded and partially dried in the sun, after which it is done up in rude bales and shipped away. The abaca grows nowhere else in the world outside of the Philippines, and enormous wealth awaits for the enterprising company that will introduce modern machinery and methods in the preparation of the fibre.

The inferiority of Panay sugar is due not to the poverty of the island's soil, but to the crude, fifteenth century methods employed in its preparation. Very little Philippine tobacco reaches this country, but in the east, strange to say, it is held in the same esteem as we hold the Havana leaf. Cigars are ridiculously cheap, selling sometimes for a few cents a dozen. The native women are inveterate smokers and their own cigars, tying the loose leaves together with a piece of hemp. Since sugar producing has proved so unprofitable more attention is being paid to tobacco growing, and the production of the weed is increasing annually in both quantity and quality. Panay tobacco is sent to Manila, and there mixed with the Luzon plant for the manufacture of the lower grades of Manila cigars.

Although there are other industries on the island the obstructionist policy of the Spanish officials has seen to it that none of them should assume disturbing proportions. Numerous taxes and imposts, together with the rapacity of politicians and priests, have kept the island in the proper state of Castilian mediocrity. Seldom has the life of the native been much better than that of a dog. Although he has dwelt in a country where nature has been most lavish his lot has been a unhappy one. His house is a tiny bamboo hut. His food is rice and dry fish, doled out sparingly to him by the planter for whom he labors. His clothing is a shred of white drilling, and that of his wife a rag of cheap calico. His favorite pastimes are drinking and cock-fighting. At the end of his year's work he is sometimes given a dollar or two in money, but more often it is pointed out to him that his board and keep have placed him in his master's debt.

The real nationality of these natives of Panay is mostly Malayan or half

and suspicious beyond belief. As servants they are subtle and usually unmitigated thieves. Another of their little traits is that they are likely to leave their employer without a moment's notice, particularly if they notice any sickness developing in the house. They are also greatly superstitious, and one of their strange beliefs is that their great chief, Aguinaldo, can be shot seven times without even being injured.

The character of these strange natives is best shown by the fact that the Katipunan secret society has been able to organize the mestizos under the very nose of the vigilant Spanish administration. At a moment's notice the entire native population on the island can be turned into an officered army, divided into regiments and armed with bolos and rifles. For years back the native troops in the employ of the Spanish government have been secretly handing out firearms to untrained natives, teaching them to use such small quantities that their loss has not been especially noticed by the officials. The mestizo as a warrior is not large, but he is endowed with all the mad ferocity and fanaticism of those Sulu desperadoes who flung themselves recklessly upon the guns of Kitchener at Omdurman.

But one of the most important questions which the newly acquired possession of these strange islands has brought before Americans is the suitability of their climate for white men. Many contradictory statements have appeared of late as to the real nature of this climate and its actual effect upon whites. There has been a tendency, on the whole, to idealize it. One writer says it is delightful, another assures us it is dangerous and fatal, still another protests that it is neither, being merely disagreeable and malarial. The truth of the matter is that if the American visitor or settler is permanently situated in a good locality, of which Panay, like the other islands, has many, and lives where he can procure suitable food and pure water for drinking he is likely to remain healthy—that is to say, if he fulfills certain other little conditions. These conditions are that he shall be scrupulously careful as to baths, watch himself in all matters of diet, keep out of the sun during the middle of the day, refrain from severe and long continued work or exercise of any kind and avoid excesses of all description. If he does all these things, and furthermore, if he is fortunate enough to escape malarial infection, it may chance that he will not fall ill.

Such being the case, the question naturally presents itself. Then how are American explorers, officers, engineers and assessors to carry on that work which now lies before them without such work being accompanied by a pleasurable loss of life? The question is even harder to answer when it is remembered that the traveler in Panay cannot humor his digestive apparatus, since his bill of fare is necessarily limited to those strange foods the country produces and the meager supply of

runs its course in a few hours and usually terminates with black vomit and death.

With white women and children the climate is especially fatal and it is doubtful if successive generations of American or European children could be reared in the Philippines. Much of the malarial disease and that drainage was a good preventive of typhoid.

To whatever nation may fall the privilege of being the first to exploit these still almost unknown islands the task will be no easy one, but to those persons who have the courage to face the dangers of life in our new possessions there is bound to come a great deal of wealth.

One of the seldom thought of sources of revenue to the Philippines and especially in Panay is the forest. These islands produce a greater variety of valuable woods than does any other country in the world. Notwithstanding this they still remain unexplored by the adventurous American lumberman. A limited amount of dyewoods is now taken from them, it is true, but the more valuable woods in which they are so wealthy are scarcely known beyond the limits of China. Although there are at least 50 valuable varieties of wood in art and sciences, the inaccessibility of the Philippine forests has kept their presence practically unknown. These 50 odd varieties run the gamut of color from the beautiful black of ebony to the ivory shades of the white cedar. Many of them are inconceivably hard and offer almost the same resistance as steel, some of them even withstanding the teredo, so troublesome in most Pacific coast warlike vessels.

The best known of the Philippine woods is a dark brown wood called molave. Molave has come into general use in the islands themselves, and at Manila it may be seen used as railway sleepers, drawing room panels, as the keel of a ship or carved as statuary for the decoration of the native churches. This wood possesses wonderful strength and enters very extensively into all heavier building operations. The interior of the Jesuit Church at Manila is finished in this wood, and nowhere could be found more beautifully carved work. In fact, it seems unfortunate that this valuable wood should be used for mere building purposes, just as it now seems deplorable to us that our forefathers should have made use of black walnut for their barn rafters.

Another valuable wood found in this remote quarter of the world is antipolo. Antipolo being both light and strong, is especially adapted for building purposes and by the time our pine forests are exhausted may be found very acceptable in our own country. Baiting is another valuable wood that is both strong and tough, besides being elastic. It is excellent material for furniture making and closely resembles our own American walnut. It is said to be superior to the better known woods, and can be used for all the purposes to which teak is put.

Lanete is still another valuable wood and is especially prized on account of being adapted to the manufacture of musical instruments. It has a beautiful texture and color and is suitable for fine carving. Balsa, or bullet tree, is also a very wonderful wood. It is extremely hard and can be driven like a nail. The natives now use it for making tool handles and for use in shipbuilding, but the uses to which it could be put are practically unlimited.

In fact, the hard wood forests of our new possessions abound in unrealized timber wealth and offer an excellent field for future investment. The mineral wealth of Panay, like that of the other Philippine Islands, is still largely problematical. It is believed, however, by those most capable of judging that the actual richness in mineral deposits of our new possessions in the Orient has of late been very much exaggerated, owing chiefly to the reports of too enterprising and too imaginative newspaper correspondents. WILLIAM A. RUDOLPH.

PEACE COSTS BIG MONEY.

Calculations of the losses to Warring Nations in Arms and Men. It is estimated that since the days of the Trojan war no fewer than 1,200,000,000 men have been sacrificed on the altars of the god of war. If it were possible to gather together these millions of war's victims into one ghastly army they would form a column, twenty-seven abreast, long enough to clasp the earth at the equator, with a residue of ten similar columns stretching from London across Europe to Naples. If this file were to pass a saluting point at the rate of one every second, night as well as day, the last "snade" would only become visible in the autumn of 1935.

Two and a half million men fell in European battle fields during the first half of this century alone, and the slaughter cost Europe the colossal sum of \$6,500,000,000. Each victim cost \$2,740 to kill. A calculation as careful as is possible places the total cost of war during the last 3,000 years at the appalling sum of \$900,000,000,000. All the countries of Europe are spending on their armies and navies at the rate of nearly \$50 a second, or the almost incredible sum of \$4,000,000 a day. —San Francisco Chronicle.

A PEEP INTO THE FUTURE.

Year 1940. The haughty agriculturist of the tropics looked contemptuously at the man who groveled at his feet. "Naw!" he exclaimed with scorn, "I won't."

"You will not take \$10,000,000 for tremblingly asked the man who groveled."

"Naw!" contemptuously repeated the haughty agriculturist. "My price is \$50,000,000."

"Make it \$20,000,000!" pleaded the other.

"You weary me."

"Say \$35,000,000."

"I think I told you," said the agriculturist, with a yawn, "that it would cost you exactly \$50,000,000—no more and no less. I wouldn't sell for \$49,999,999.59."

"What a think!" implored the other, "what an immense sum! \$45,000,000 would be! I am authorized to go as high as that—\$45,000,000 in cash!"

"You are authorized to go as high as I ask. You know you are and you'll pay me my price. What's the use of you wasting any more time? You will pay me \$50,000,000 cash down, or you don't get it. See?"

He was the agent of an automobile and bicycle syndicate.

And he had just bought the last rubber tree on the globe. —Chicago Tribune.

ELECTROPLATE COPPERING

U. S. Navy to Investigate the Tug "Assistance's" Hull.

The Virginian-Pilot Suggestion of Last November Meets Late Endorsement—What Needs of Experiment Means to Steel Ships.

On the 21st of last November (1898) the tug Assistance, then owned by the Louisiana State Quarantine Board, they having bought her from P. Dempsey, Son & Co., of Philadelphia, came here and went to Colonel's shipyard, where she was hauled out, some minor repairs made and an inspection of her hull held by Professor W. H. Crowley, Electro-Chemist, and Professor A. A. Knudson, Electrical Engineer, both of New York.

HER RECORD HERE. The statement of her arrival, hauling out and inspection was noted from day to day in this paper, and on November 27th (1898) the Virginian-Pilot printed the following:

"P. Dempsey, Son & Co.'s tug Assistance has just been sold to the United States Navy. (This was an error; it was thought the U. S. Quarantine Service had bought her) as result of the late inspection and report made on her hull's condition. It will be remembered that her hull was coppered by electric fusing of copper on the steel plates can be carried on for about \$3 a square foot. For a vessel 250 feet long about twenty tons of copper are required by the electro-fusing process. The same vessel if sheathed would have an added weight of about one hundred tons. It is not generally known that a copper bottom adds to the speed of a vessel. It is a fact, however, that the frictional contact of water against copper is over 50 per cent less than against iron. A painted surface can never be made as smooth as a burnished copper surface. An iron vessel with a speed of twenty knots per hour, if coated with copper, will have a speed power of twenty-one knots."

THE PRIME SUGGESTION. "It is remarked that in the looking about being done by the Government in search of some method of protecting the bottoms of her warships, the reports of the experts on the Assistance hull may give a new direction to the Navy Department investigators, and electro-weld coppered cruisers and battleships may be a feature of the future navy."

HER LATER HISTORY. Since the publication of the above in this paper, November 27th, the Assistance has proceeded to her destination, at New Orleans, having a very rough voyage, and is now condemned by the Quarantine Board there as unfit for their service and is advertised for sale. It does not appear, however, that the present trouble is wholly with the hull, or that that part of the hull uninjured by accident, groundings, etc., is in the least injured; in other words, that the metallic sheathing or electro-plating is at fault.

THE JOURNAL'S ENDORSEMENT. The New York Journal of Tuesday, on its editorial page, has this to say of the matter, endorsing it, will be observed, even though tardily, the suggestion of this paper of last November. "THE ELECTROPLATE OUR SHIPS WILL MAKE AN OCEAN GREY-HOUND OF EACH VESSEL."

BY LIEUTENANT G. L. CARDEN. "The methods employed in the preservation of the under-water portions of ships' hulls are likely to be revolutionized as the result of a remarkable experiment which has recently been conducted on the ocean-going tug Assistance. For a period of nearly four years the Assistance has been navigating on the Atlantic coast of the United States without once having to go into dry dock to clean bottom. This immunity was accorded by reason of the under-water skin of the ship being covered by a copper film fused into the plates by an electro process.

NAVY DEPARTMENT ACTS. "The Assistance has recently arrived at New Orleans, and yesterday it was learned that the Board of Construction at the Navy Department was under orders to proceed with the purpose of making a critical examination of the vessel. If it can be shown as the preliminary reports all indicate, that the Assistance has demonstrated the practicability of fusing copper directly on the steel plates, and that despite immersion in salt water no galvanic action sets up, then it is a pretty well assured fact that paints, sheathing and all other makeshifts to keep vessels' bottoms clean will have to go.

"Copper is the only known substance applicable to ships' hulls that is deleterious to marine life. But if there is a chance for salt water to get in between the steel plates and the copper plates then galvanic action is sure to result. The effect of galvanic action is to eat away a plate.

THE METHOD USED. "In the case of the Assistance the copper was fused in the plate to a depth of something like one-third second of an inch. There was absolutely no chance for water to get in between the copper and the steel.

"The work of coppering the under-water hull of the Assistance was carried out with a good deal of secrecy at a Jersey City shipyard in the spring of 1895, and from that time until within a few days of her late arrival at New York, she was grounded and came in collision with rocks and other obstructions as many as fifty times during the four years, the rubs, of course, being very light, but sufficiently hard to tear off the copper fusing were it not well secured.

WHERE THE IDEA STARTED. "The Assistance was taken out of the water near the Norfolk navy yard at a recent date and a critical examination of her hull was made by Professor W. H. Crowley, electro-chemist of this city, and by Professor A. A. Knudson, electrical engineer, also of this city. The report showed that there was no galvanic action, the result being astonishing one to all who witnessed it. "The action of the naval authorities as a result of the Assistance's experiments depends largely, it is said, on the report of the Board of Construction. If it can be demonstrated that the electroplating process is applicable to vessels as large as battleships there can be little doubt, it is claimed, that the new system will be taken up by the Government.

WHAT NEEDS OBSERVING. "The great difficulty encountered by all steel and iron hulled vessels is the fouling of the bottom in salt water. Marine growths such as barnacles and grass fasten on to the hull and serve to greatly retard speed. It is stated as an actual fact that owing to the foul conditions of their bottoms at least two battleships during the past summer had their speed reduced from sixteen knots to ten knots. Even the

large cruisers, vessels capable under first-class conditions of making twenty knots per hour, were reduced in speed full four knots under the maximum attainments. It is a matter of record that the cruiser Philadelphia, a ship with a speed showing to her credit of some twenty knots per hour, entered San Francisco harbor, after a long stay at Honolulu, able to make not much more than eight knots per hour. The instances are innumerable of high-speed ships having their power crippled by the marine growth on the under-water hull.

PRESENT ATTEMPTS AND RESULTS. "To obviate the trouble, recourse has been had to various patented paints. It has been claimed for nearly all under-water paints that they possess antifouling properties. So far, however, the paint has yet to be produced that will guarantee immunity from marine growth.

"In the British navy the practice of late has been to sheathe the bottoms of the warships. This is done by securing with the copper on the skin of the vessel, and counter-sinking the bolts used in fastening the planking to the plates. The heads of the bolts are covered with plugs, leaving absolutely no metal surface to come in contact with the copper. The plugs are secured firmly to the ship, the copper plates are next fastened to it, the manner of securing being the same as in the case of a wooden ship.

OBJECTION TO SHEATHING.

"The objection to sheathed vessels is the cost, and the fact that not only is the vessel's displacement increased, but that on an iron-hulled vessel the speed is less. The cost of sheathing is estimated roughly at \$5 per square foot. It is said that the fusing of copper on the steel plates can be carried on for about \$3 a square foot. For a vessel 250 feet long about twenty tons of copper are required by the electro-fusing process. The same vessel if sheathed would have an added weight of about one hundred tons. It is not generally known that a copper bottom adds to the speed of a vessel. It is a fact, however, that the frictional contact of water against copper is over 50 per cent less than against iron. A painted surface can never be made as smooth as a burnished copper surface. An iron vessel with a speed of twenty knots per hour, if coated with copper, will have a speed power of twenty-one knots."

TRIUMPH OF AMERICAN BRAINS.

"The success of the experiment with the Assistance is a distinct triumph for American inventive ingenuity and American perseverance. It is a triumph over governments, and individuals acting on their accounts, have striven to obtain a substance that would prevent the fouling of ships' hulls. It would seem that the credit is to be claimed wholly by American engineers."

"The question of covering ships' bottoms was never more pertinent in the history of the American service. A number of battleships are now in process of building, and provision will have to be made for their under-boards. The plan had in mind by government officials was to sheathe these vessels. The Board of Construction, after examining the Assistance, may recommend otherwise, but it is extremely doubtful if such a radical departure will be taken prior to a test on a small government vessel."

"The Assistance was built in Camden, N. J., in 1888, for the Standard Oil Company; was electro-coppered in 1895 as an experiment; sold in 1891 to P. Dempsey, Son & Co., it being thought the coppering was a failure. This is now thought to be a mistake.

GUN TO DESTROY WAR BALLOONS.

Military experts are much interested in a new machine gun which has recently been constructed for the purpose of destroying war balloons. The gun is mounted on a wagon, and is so placed that it can instantly be pointed in any direction from zenith to horizon. It throws a continuous stream of projectiles, and no aerial gas bag yet invented will be able to withstand it. The projectiles are conical and of solid steel. They contain no bursting charge and weigh a pound each.

The weapon is supported on a hollow conical stand, fastened to the floor of the carriage, so arranged that when the gun is aimed vertically the carriage must squat under it. Its effective range is 14 miles.

Military men are of the opinion that an efficient fighting balloon will be invented before or during the next great war. An aerial torpedo has been devised which is said to bear the same relation to the future war balloon that is borne by the Whitehead torpedo to the modern torpedo boat. This aerial torpedo is a small balloon, which carries, suspended beneath it, about 50 pounds of some high explosive like dynamite done up in suitable form.

A small metal cylinder contains a simple electrical contrivance which will produce a spark at any time, for which the instrument may be set in advance. Then, the direction and force of the wind ascertained, the balloon can be floated over a fort or armed camp or battleship, and if the apparatus is correctly timed the spark will at the proper moment light the gas in the balloon, causing it to explode and drop its deadly load. This device has never been tried in warfare, but may be employed in the next great contest.

Elaborate experiments in France and Germany have shown that balloons, while by no means invulnerable, are not seriously damaged by a few shot holes under ordinary circumstances. Consequently they must be menaced by a continuous stream of projectiles. Maxim and other machine gunners subject contend that the only practical method of fighting the airships of the future will be by means of other airships—ships with powerful engines to maintain them in the air, and to protect itself from attack by contrivances belonging to an opponent.

PARTIALLY SUCCESSFUL.

"Tell me, doctor, were you successful with that patient on the next block?" "Partially so; I cured him, but I haven't succeeded in getting any money out of him yet." —Yonkers Statesman.

EXTENSION.

"Samuel Johnson defined music as the least disagreeable of noises," said Mr. Penn.

"But there were no popular songs or rag-time noise in his day," added Mr. Pitt. —Pittsburg Chronicle Telegram.

TOUGH TO HOLD TOGETHER.

"A combination of chewing gum manufacturers has been formed," remarked Mrs. Snaggs.

"That is a combination which ought to stick," added Mr. Snaggs. —Pittsburg Chronicle Telegram.

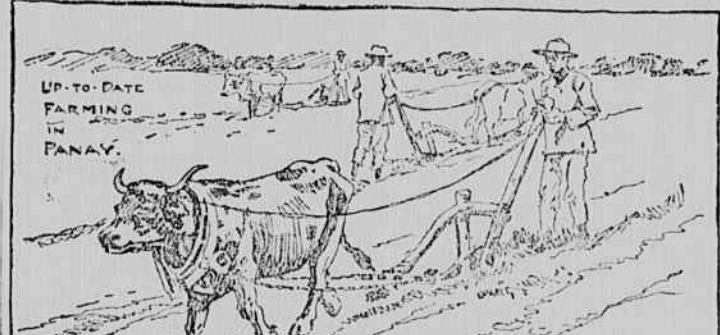
DELATED TOO LONG.

"I think I'll get my wife a cook book," said the young man.

"How long have you been married?" asked the experienced one.

"Six months."

"Too late. You ought to have bought it the first week. She will take it now as an indication that you no longer love her." —Indianapolis Journal.



the St. Lazarus Islands, and one month later landing was murdered by natives on the island of Marican, off the coast of Zebu. But long before this, Arabian seamen had established communication with the islands, sailing from the shores of India across the Bay of Bengal.

Iloilo, which is at present the cynosure of all eyes, is the capital of the island of Panay, and until recently was the political capital of the entire Philippine Islands. Panay itself is the fourth largest of this archipelago of some 1,200 islands, being about one-half the size of the State of New Jersey. It lies at the extreme limit of the late Spanish dominions. Next to Manila Iloilo is the most important city of the archipelago. In fact, it was at one time a dangerous rival of Manila, itself, and though the latter port has forged greatly ahead of the Panay town Iloilo is slowly but steadily growing in commercial importance.

Spanish administration, however, for years has set a very definite limit to the extent of its possible development. There is a proverb in the Philippines which says the church lives off the natives and the officers live off the merchants. The Spanish collector of customs at Manila, for instance, during the year 1879 put down in his own purse \$82,000 collected in petty fines and fees.

The island of Panay, while perhaps not so pleasant as Luzon, has an extremely rich soil and luxuriant vegetation. The island is bisected by a rugged mountain range which gives the country a wilder and ruder aspect than

caste descendants of Malaysians, and they are familiarly known by the name of mestizos. A great deal of sentimental misrepresentation has taken place as to their charm and picturesqueness. They work when engaged in doing weaving or any other skilled handicrafts, but in the rest of their work, if such primitive methods as theirs can be called skilled, in the shade of a tree or under open sheds. They toil only when they have to. They carry on their so-called labors in a manner, unorthodox and philosophical, using the crutch and the cane as a means of support, and claiming anything, it is only animal-like watchfulness. There is something insupportable about them to the American, who finds them difficult of approach.

